

WASHINGTON.

Liberty and Union, now and forever, one and inseparable.

THURSDAY, MAY 26, 1853.

FRANCE AND THE SANDWICH ISLANDS.

Late advices from the Sandwich Islands do not appear to confirm the speculations that have been indulged by a portion of the press in the Atlantic cities in regard to the relations existing between the Government of France and that of the Sandwich Islands. By way of San Francisco we have Honolulu dates to April 6th. On that day the King opened the Legislature with an address, in which the following paragraph occurs:

"His Imperial Majesty, Napoleon III., Emperor of France, has replied on the important matters referred to him, as I stated to the Legislature of 1851, and diplomatic relations are now fully restored with that great and enlightened Empire. His Imperial Majesty is represented at my Court by Mons. PERRIN, in quality of his Majesty's Consul, Commissioner and Plenipotentiary, who has promised soon to present the reply of his Imperial Majesty, and the draught of a new treaty with France. I hope it will be such a treaty as I have many times asked for—like honorable and beneficial to France and my kingdom. My Minister of Foreign Relations will report to you what efforts I have made to obtain that result, the progress of the negotiation with France, and the state of my relations with foreign nations generally up to the beginning of this year."

VIRGINIA ELECTION.

The general election in the State of Virginia takes place to-day, when three Commissioners of the Board of Public Works, thirteen Representatives in Congress, one-half of the Senators in the next State Legislature, and an entirely new House of Delegates are to be elected. In some of the districts the Whigs display a commendable activity, but the general feeling appears to be that of indifference, produced no doubt by the shameful manner in which the State has been gerrymandered to serve the party purposes of the Democrats. Four of the Congressional districts are without a Whig candidate for Congress, as will be seen by the following list of the candidates in the field:

Districts.	Whigs.	Democrats.
1.....	No candidate.	Thos. H. Bayly.
2.....	No candidate.	John S. Millson.
3.....	Clayton G. Coleman.	Wm. D. Roberts, jr. (Ind.)
4.....	Wyatt Cardwell.	W. O. Goole.
5.....	John T. Woolton.	Thos. S. Bocock.
6.....	Alex. Moseley.	Thos. H. Averett, (Ind.)
7.....	Edgar Snowden.	Paulus Powell.
8.....	A. R. Boteler.	William Smith.
9.....	Tyre Maupin.	C. J. Faulkner.
10.....	A. S. Vance.	John Letcher.
11.....	A. M. Sterrett.	Z. Kidwell.
12.....	No candidate.	J. F. Snodgrass.
13.....	No candidate.	C. S. Lewis, (Ind.)
14.....	No candidate.	H. A. Edmondson.
15.....	No candidate.	F. McMullen.

FROM MEXICO.

Advices from the city of Mexico to the 9th instant, received by Telegraph from New Orleans, show that President SANTA ANNA is carrying things with a strong hand. Besides annihilating the liberty of the press, he has adopted severe measures against all persons holding what he considers "pernicious opinions." All persons who served as guerrillas in the American army during the late war are ordered to be arrested and tried by court-martial; and a list has been published of such Mexican officers as surrendered to Gen. SCOTT when the city of Mexico was taken, accompanied by a decree degrading them in rank and dismissing them from civil employment. These vindictive acts are sadly inconsistent with the promise made at his inauguration to direct his efforts towards healing internal dissensions and restoring peace to the Republic.

The citizens of SAVANNAH, Georgia, on Thursday of last week, celebrated the connection of the Savannah and Columbus, Central, Southwestern, and Muscogee Railroads, a train with a large party of excursionists running through for the first time from Savannah to Columbus, on the Chattahoochee river, a distance of three hundred miles, in thirteen hours. These roads span the entire State from east to west, uniting the Atlantic with the State line of Alabama. From Columbus it is designed to continue the road through Alabama to Pensacola or Apalachicola, thus giving to Savannah a direct railroad connection with the Gulf of Mexico. The energy with which Savannah has pushed forward this and other railroad enterprises in which her citizens are interested is a warrant that she will not fail in securing their consummation.

Hon. LINN BOYD, late Speaker of the House of Representatives, has withdrawn from the Congressional canvass in the first district of Kentucky, in consequence of several Democratic candidates being in the field. H. C. BURNETT, who was also a candidate in the same district, has likewise declined, and both have pledged themselves to take no part in calling a Convention to make a nomination, thus leaving their party friends to pursue whatever course they may deem best.

THE BALTIMORE AND OHIO RAILROAD WEST.—The Madison (Indiana) Banner publishes a notice of this road, and says:

"We have always regarded this road as a wonderful improvement, and now that the difficulties and delays attendant upon the opening of so long a route have worn off, the line offers the greatest attraction and must do a tremendous business. The social and mercantile connections of Baltimore and Madison, and through the interior of Indiana, are by means of this great line of communication, rapidly extending. We are pleased to learn that a very general intention exists among our heavy shippers to patronize the road, on account of its safety and speed and its directness from the West, affording as it does, besides the market of Baltimore, valuable facilities for shipping to all other Eastern points."

THE AMAZON RIVER.—An interesting item of late intelligence from Peru, contained in the Panama Herald of the 6th instant, is the following:

"The President of Peru has issued a most important decree relative to the navigation of the Amazon, and offering the greatest encouragement to settlers—such as exemption from export and import duties, grants of land, and freedom from taxation for twenty years, the free grant of seeds, implements for cultivating the land, &c. The exploration of the branches of the Amazon in Peru will be made by Government steamers, provided expressly for the service."

The New York Aldermen have got into fresh trouble. They lately gave to Messrs. Russ and Reid a contract for paving the whole extent of the Bowery with the Russ paving, at a cost of six hundred and fifty thousand dollars, when other persons offered to do the work for three hundred and fifty thousand dollars equally as well. The Supreme Court, on the same principle established in the railroad cases, granted an injunction on the Council, restraining them from completing the contract, and the Mayor was notified of the fact. In the face of this the Aldermen immediately directed the completion of the contract, and have thus incurred again the penalty of imprisonment for contempt of court.

The Jury having in charge the case of Dr. GARDNER, has not yet agreed upon a verdict, and a rumor is afloat, upon what authority we know not, that there is no prospect of their agreeing.

OUR RELATIONS WITH MEXICO.

The Journal of Commerce publishes the following extract of a letter received by a commercial house in that city from JAMES GARDEN, Esq., of Charleston, the newly-appointed Minister to Mexico:

"You will probably be as much surprised as myself with my Mexican appointment. It took me by surprise, but, as a voluntary offering from the President, it is the higher appreciated. I have long felt a desire to visit the domains of Montezuma, and to do so under existing circumstances and opportunities is the more gratifying. My only anxiety is that I may justify the President in the high trust reposed, and fulfil the promises of a faithful representative."

"Will you be kind enough to collect for me among those engaged in the Mexican trade all the statistics which may be valuable and important? I desire to understand thoroughly our commercial relations with that country, and to see to what extent they may be encouraged and extended advantageously to us, under the broad banner of free and unrestricted trade."

"Free and uninterrupted intercourse, commercially and socially, with Mexico will accomplish more in harmonizing the disturbing disaffections between the two countries than all the treaties and negotiations which diplomacy may accomplish. They are the great panacea of peace on earth and good will towards mankind; the foreshadowing of the christian millennium."

RAILROAD SAFETY.

Out of the deep interest inspired by the late Norfolk disaster various suggestions have arisen for guarding against such fatal casualties, and giving greater security to railroad travelling. Amongst these we have not seen one which appears to us to afford so simple and effectual a safeguard against a catastrophe like that at Norfolk as a plan which occurred to the mind of Major ANDERSON, of the Army, in recently passing by the scene of that tragedy, and which he permits us to make public. It is as follows:

From each end of a draw-bridge on a railroad an iron rod passing under the road should, by the act of opening the draw, place the lever of a bell in such a position that it shall be rung by the striking of the cow-catcher against the lever. A man with a signal should be stationed at the bell, which must be at such a distance from the draw that the car may be stopped before reaching the draw. This man should be held responsible that the bell is in order. The closing of the draw should sink the lever, so that it will not be touched by the car.

A LETTER TO BE PROUD OF.—In common, we presume, with most of our brother journalists, we often have the gratification of receiving kind and complimentary letters from our subscribers, especially those of long standing. Though valuing highly these expressions of approbation and good-will, we seldom permit ourselves to place any of them in our columns. Of the short one below, however, we must make an exception. The writer of it is a gentleman so high in character, so respectable in years, that we hope our readers will pardon the vanity of placing his letter before them:

GENTLEMEN: I beg leave to congratulate you that you and I and the National Intelligencer are all living, and that I can have the pleasure to remit you my forty-seventh annual subscription to the estimable Journal. Although my vision and hearing are both decaying, I still feel a lively interest in the paper, and especially in the conservative views and principles which it puts forth and maintains with equal ability, good taste, and good feeling. With constant regard and good wishes for yourselves and families, yours, truly,

We learn that the PRESIDENT has promoted Commander HORACE B. SAWYER, of the Navy, to the rank of Captain.

The Government of NOVA SCOTIA is decidedly opposed to repudiation, as appears by the following incident, related in the newspapers:

"A gentleman of Philadelphia, under date of February 22d, addressed a letter to the Lieutenant Governor of Nova Scotia, enclosing to him an antiquated issue of the province of Nova Scotia for forty shillings, which it borrowed of John Calbeck on the 10th of April, 1764, bearing six per cent. interest, and having three years' interest thereon paid, numbered 250, and signed by B. Green, Jr. The letter asked information of the Lieutenant Governor whether this ancient document was of any value. On the 5th instant the Philadelphia gentleman received an answer to his letter from the Provincial Secretary of Nova Scotia, informing him that the cash for his 'antiquated issue' stood to his credit in the office of the Receiver General; that he could draw for the same at his convenience; that Nova Scotia had always sustained her credit; and that the (Secretary) hoped that the example might not be without its influence in Pennsylvania."

A NEW TIDE IN COMMERCE.—The Genoa correspondent of the Newark Daily Advertiser communicates in his last an important piece of news. The line of steamers, so long talked of between Genoa and New York, is at length secured by a contract between the Sardinian Government and the Trans-Atlantic Company. The charter is to extend twenty years, and the capital of the company is \$2,000,000.

They pledge themselves to run two lines of monthly steamers, one between Genoa and New York, and the other between Montevideo and New York. In return, the Government guarantees to each line a sum equal to six thousand dollars per voyage for carrying the mails, besides certain other important privileges. The ships must be at least of 1,500 tons and 250 horse power.

The Government required the subscription of a sufficient amount to secure the building of the vessels before the contract was signed. Several large English houses took stock to the amount of six hundred thousand dollars.

HEAVY DAMAGES AGAINST A RAILROAD COMPANY.—In the United States Circuit Court, sitting at Boston last week, EARLE E. RYDER obtained damages to the amount of \$5,583, and BENJAMIN F. WILLIAMS damages to the amount of \$7,000, against the Portland, Saco, and Portsmouth Railroad Company, for injuries sustained in consequence of an accident on that road on the 12th of September, 1851. The facts are, that on the day mentioned a bridge about twenty-five feet wide had been taken up on the defendant's road for repairs, and the regular train from Portland for Boston, with about one hundred passengers on board, ran at great speed directly into the chasm. The engineer and fireman were instantly killed, and many of the passengers seriously injured. Among the latter were the plaintiffs. The disaster resulted from carelessness.

THE TEA CULTURE IN SOUTH CAROLINA.—The Greenville Patriot says that since the death of Mr. Junius Smith, who made persevering efforts for the introduction of the culture of tea in South Carolina, his tea plantation "is on the road to ruin." It is to be regretted that the experiment should not have been persevered in until its practicability had been effectually tested.

NIAGARA FALLS AND LAKE ERIE.—Professor SILLIMAN, the eminent geologist, discredits the opinion advanced by some that the gradual wearing away of the rocks of Niagara Falls may possibly result in draining Lake Erie. In a recent lecture he remarked:

"They will not halt at their present station, but retreat slowly and surely about two miles further, where they will stop again for an unknown period, and probably forever, since at this place the hard limestone will form both base and top of the falls, and thus stop the rapid destruction of the rock. Some have thought that they would finally reach Lake Erie, and that then the lake would be completely drained. Such an event is impossible. At the point already mentioned the torrent will gradually wear away the surface of the limestone, forming a rapid, and the cataract Niagara will be one of the lost wonders of the world."

JUDICIAL ELECTION IN NEW ORLEANS.

An election took place in New Orleans on the 16th instant for six District Judges, to preside over as many local Courts. The result was the choice of the following gentlemen, whose names are given in the order of their respective Districts, viz: JOHN C. LARUE, J. N. LEA, T. H. KENNEDY, M. M. REYNOLDS, D. AUGUSTIN, and J. B. COTTON.

The New Orleans papers, whilst taking no exception to the qualifications of the gentlemen elected, tell us very plainly that the manner in which this first election of Judges under the new Constitution of Louisiana was conducted did not give much satisfaction to the friends of the elective system. The complaints come from papers of both parties. We note a sample from the "Delta," a Democratic paper:

"A great mass of the voters, including our most respectable citizens, remained away from the polls—many not taking the trouble to vote—whilst the whole election seemed to be under the management of a set of electioneering employes, and of a class who could not be presumed to have a very deep interest in the administration of justice. All the offensive and repugnant accompaniments of a political election marked the contest. There was no sense of the dignity and importance of the contest—its superiority over the ordinary party and political elections of the day—manifested by the 'gangs who hung about the polls, and appeared to be the only persons who felt any interest in the result.'"

THE CALORIC SHIP.

The following letter from Capt. ERICSSON appears in the New York Commercial Advertiser of Saturday:

Messrs. Editors: I cheerfully comply with your suggestion in regard to the caloric ship. I have much pleasure in assuring you that nothing whatever has occurred in working the machinery indicating the difficulties that can prevent the successful realization of this important enterprise. The only difficulty we have met with is that of the cylinder bottoms or heaters having proved too elastic and yielding to remain airtight, or to admit of full pressure being carried. On the return of the ship from the South two months ago it was deemed advisable to replace these heaters, which are made of boiler plate, by others of cast iron, as that material admits of being made of any required thickness. Only one foundry having been found willing to undertake the casting of these, requiring from six to eight months for their completion, we have been compelled to adopt a different plan; one, however, that will ensure increased power and speed. As the modification which this involves calls for work of great magnitude, our friends will have to exercise some little patience. Allow me, in connection with this remark, to remind you that it is only thirteen months since the keel of the caloric ship was laid, and that steamships of her class usually require eighteen months for completion. Mr. Collins, in building his ships, found nearly twice that time requisite.

As the modification of a patented machine is not properly a subject for public discussion until completed, you will, I am sure, see the propriety of my not furnishing a statement of what is now being done to the machinery of the caloric ship. As soon as the work is completed, the owners of the ship will be most happy again to invite the intelligent and liberal press of New York to see the result of the second step in the development of the great motor.

I am, sir, very respectfully, your obedient servant,
J. ERICSSON.
NEW YORK, MAY 20, 1853.

A NEW SLAVE TRADE IN AFRICA.

Liberia papers to the 2d of March furnish the subjoined proclamation of President ROBERTS. It relates to a new species of the slave trade which has been commenced on the African coast.

PROCLAMATION.—Whereas Messrs. Hyde, Hodge & Co., of London, contractors with her Britannic Majesty's Government to furnish laborers from the African coast for the West Indies, have sent some of their ships to the coast of the Republic, offering an advance of ten dollars for every person who may be induced to emigrate; and whereas the extinction of the slave trade has left large numbers of pre-dial and other laborers in the possession of the chiefs and principal men of the country, while the offer of ten dollars is nearly equivalent to the amount formerly paid for slaves during the prevalence of the slave trade, and which operated mainly in procuring and sustaining the wars by which the country was distracted; and whereas certain refractory chiefs are reported to have engaged with the agents of said company to furnish a number of laborers, and are further known to have in concealment, near Grand Cape Mount, a number of the unhappy victims of their predatory excursions; and whereas complaint has been made to the Government that persons are held to be sent off without their voluntary consent, or the consent of their natural guardians; therefore, to prevent the abuses and evils which might otherwise result from the enterprise,

Be it known by this proclamation, to all whom it may concern, that the law regulating passports must be strictly observed; that vessels carrying, or intending to carry away emigrants must come to this port with their emigrants on board to obtain passports, in order that an opportunity may be presented to the Government to ascertain whether the emigration be free or constrained. Every violation of the law regulating passports will be visited with the utmost penalty of the law in that case made and provided.

Done at Monrovia, this twenty-sixth day of February, in the year of our Lord one thousand eight hundred and fifty-three, and of the Republic the fifth.
J. J. ROBERTS,
By the President: H. TRAGE, Secretary of State.

FROM CHINA.

The Boston Daily Advertiser has received, through the English overland mail, the Friend of China to March 11, which contains a variety of information relative to the progress of the rebellion. The report of the capture of Nankin, which was alleged to have taken place on the 19th of February, was discredited, on the ground that the Shanghai mail the 24th brought no news of it. It was thought not improbable, however, that the next mail might bring an account of its being invested by one of the four divisions of the insurgent army. No official intelligence of the event had reached the Chinese authorities in Canton on the 9th.

"The Peking Gazette of the 30th January contains a stringent edict upon Sen's report of the capture and sack of Wu-chow. Sen's report, however, is the various assertions of his ability to raise the siege, his disclosures in passing from Changsha to Wuchang, and general backwardness being dealt with in terms of severe reprobation; and, as a punishment, his Majesty directs that he be divested of his peacock's feathers and all dignities, and only hold office as acting Governor of Honan and Hoopoh, co-operating with Keuben and Luk-hing, the newly appointed imperial commissioners, in their attempts to retake Wuchang. Sen in his memorial ascribes the rebel success to their ingenuity in spring-mines and to their great ferocity. It is said of the slaughter that the stench from the unburied was so great that the inhabitants of the city were forced to evacuate their dwellings, and it was feared that there would be a general pestilence."

The cable of the new Submarine Telegraph from London, by way of Ipswich, across the German ocean, to Ostend, seventy miles in length, has been successfully laid down. This line belongs to the same company as the telegraph by way of Dover and Calais. This cable contains six independent wires. Besides affording a new line of communication with the continent, it relieves the operations of the line from the delay and annoyance of the wind of the French authorities.

The great combined railway, carriage, and foot suspension bridge now constructing at Niagara Falls is being pushed forward with energy, and is expected to be ready for the trains by the first of May next. It will be one of the most remarkable works in the world.

Joseph K. Groves has been tried at Clinton (N. C.) on a charge of kidnapping, found guilty, and sentenced to be hung on the first Friday of July. An appeal, however, has been taken to the Supreme Court of the State.

A suit is about to be commenced by the Michigan Southern and Indiana Northern Railroad against the Illinois Central Railroad, to restrain the Illinois Central from running their cars across the track of the Southern road.

SUBTREASURY OPERATIONS.

FROM THE NEW YORK EXPRESS.

The "Union" attempts a reply to our article on the subject of Treasury transfers, but we do not think a satisfactory one.

Our remarks were not intended to advocate the interests of any particular individuals who might be directly or indirectly benefited by adopting the old mode of making Government transfers, as followed by Mr. GUTHRIE's Democratic and Whig predecessors, but our object was to facilitate the general business of the community, so far as it could be legitimately done, with entire safety to the Treasury, and without the latter incurring any risk or expense whatever.

We still assert that it is safer for the Treasury, and certainly more advantageous to the business community, to make the transfers in the mode we have advocated than on the plan now followed by the Treasury of transporting the coin from place to place.

Every one prefers to trust his money in the hands of a man worth a million of dollars and in high credit to one who is entirely destitute of pecuniary means, even if there was equal confidence in their moral honesty. In the former case there is a security in case of loss by accident or negligence; in the latter we have no resource of the kind. And where is the possible objection, or any violation of the Subtreasury law, if the Secretary appoints Mr. A., a banker worth a million of dollars, as the special agent of the Treasury to transfer \$500,000 to or from New York to St. Louis, an express firm, the personal character and integrity of all being equal? But the plan we advocate provides a still greater security; for we contend that, without any reference to the capital and credit of the party employed, he should be required to deposit as collateral security the full amount in United States or other good stocks until the transfer was completed and the money paid, so that there cannot be any contingency by which the public Treasury could suffer. If the late Whig Administration or its Democratic predecessors have been in the habit of making such transfers without such collateral security, no matter what may have been the wealth or credit of the parties employed, and no matter whether the transfers have been made successfully and safely or with jeopardy or national loss, the mode is decidedly objectionable, if not censurable. When, therefore, the Union urges any objection to the plan which we, in common with the entire business community, think most advisable, it must find some other reason than the risk of loss to the Treasury; for this mode is absolutely without risk; whilst that adopted by the Department is attended with both risk and expense.

The Union argues, on our statement that the merchants of St. Louis are at present transporting gold to New York, that if private individuals find it safe and advisable to adopt this course, it is likewise so for the Government; but this is begging the question, and is not to the point. The merchants of St. Louis adopt this course from the necessity of the case, and because they have no other mode of getting funds to New York; whilst the Government, which wants \$500,000 in St. Louis, refuses to accept that sum in gold from the merchants at that place, in exchange for a like sum in New York, by which all parties, as well as the community at large, would be accommodated, and, by rejecting this mode, oblige the St. Louis dealers to send the amount in gold, at a great expense and risk, to New York, and the Government to incur the same by sending their gold from New York to St. Louis.

But, since our late remarks on the subject, a new feature respecting it has been developed, as we learn that the drafts of the Treasurer of the United States on the Subtreasury in this city have appeared in the bill markets of Charleston and New Orleans, in order to create funds for the public expenditures at those points. These drafts, we presume, are not sold at less than par; and if so, it is, as regards both expense and risk, preferable mode to the transportation of coin; but where in the Subtreasury act does the Department find authority for thus turning bill broker, and entering into the exchange business in competition with private individuals? If these Treasury bills of exchange are thus being negotiated in the above cities, we presume we shall soon see them in Wall street and in State street, and the Subtreasury system become one grand shipmaster establishment for promoting the paper circulation between the different commercial marts of the Union. When the subject of making mint certificates issued for gold bullion receivable for custom-house dues was discussed, last winter, in Washington, some of "the faithful" objected to it as being a species of paper currency, though the gold was actually in the hands of the Government, and the plan only enabled the owners or dealers in gold bullion to realize their certificates a few days sooner than if they were obliged to wait until the mint had actually coined it. Some of our Democratic friends could strain at that, but can swallow the present *com* of a gigantic system of Treasury bills of exchange in every section of the country.

The "Union" did not deny, in its article of Friday—because it could not deny it—that the practice of Mr. Corwin in transferring public money was that of Mr. Walker during Mr. Polk's administration, viz. employing individuals to make the transfers of public funds; but the editor contends that, under the peculiar circumstances of the country, it was then in a measure necessary to do so, and particularly in consequence of the large amounts which the Mexican war required should be transferred to the Southwest, and especially to New Orleans. We do not exactly see the force and application of this reasoning, but should rather imply from it, as the necessary result, that such a state of things rendered it more necessary to transfer coin rather than to act through individual agency. It was publicly known at the time that individuals were thus employed, but none of the Whig presses ever censured Mr. Walker for it, nor did the Union or any of its Democratic contemporaries find out that it was then a violation of the Subtreasury law, but which, it appears, is the fact, according to the Union, when the same course is pursued under a Whig administration.

The Union says the operation of the Subtreasury system, as regards the keeping and transfer of the public money, was only intended to apply to the United States, and not to transfers and disbursements for account of the United States abroad; but where it finds any distinction in the above law we are unable to see. It alludes to the inconvenience and delay which would attend the shipment of coin abroad, but we do not see that there would be any greater inconvenience or delay in shipping coin by one of the mail steamers to London than in sending it to St. Louis, New Orleans, Santa Fe, or Oregon. If the United States require \$100,000 for diplomatic expenses at London, the Treasury Department pays that amount to a banker or commercial house of high credit, and takes their simple order in the shape of a bill of exchange upon some other banker or mercantile firm in London, payable in sixty days, for the amount, and thus places the above sum in the hands of individuals for two months, without any other security than that afforded by their mere signature; but if the Treasury requires \$100,000 at Charleston or New Orleans, the Subtreasury law, according to the Union, prohibits a like course, and the only legal mode of doing it is to send the coin, and to place that coin in charge of some individual as the agent of the Treasury, who does not possess the beneficial pecuniary responsibility to reimburse the United States in case he loses it through gross and palpable negligence; for we willingly admit the personal integrity of all the agents of the Treasury employed for the purpose, and therefore do not take into view any risk on that score. We confess that we cannot see why these two operations should be thus placed on such a different footing, and why one is allowed by the Subtreasury law and the other prohibited by it. Contrary to the usual belief, the Union thinks "saucer for the goose is no saucer for the gander."

We are not arguing this question on party grounds, or with party views; so far from it that, were such our motives, we should rather prefer to let the present course be continued as one calculated to injure the popularity of the present Administration, for it is decidedly condemned by all classes of our mercantile community, without distinction of party; and if there are any advantages to be gained by the parties who might be employed, we presume such advantages would not fall to our Whig friends, as the Administration could find in this city, among their own political adherents, gentlemen as trustworthy and as capable of performing the duty as could possibly be secured, and who, doubtless, would be the recipients of such favors.

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SUMMARY OF CALIFORNIA NEWS.

The late arrivals from California bring no news of interest. The following summary is obtained from the "Alta California" of the 30th April:

Four fires have occurred in the city the past week. The amount of property destroyed does not exceed \$65,000.

New and rich discoveries in the mines continue to be made. Among the latest and most important of them is the discovery of rich and extensive placer diggings near the east side of the Coast Range, and about 125 miles north of Sacramento. This discovery opens up a new gold region, heretofore unexplored, considered in fact valueless as a mining region, and may lead to the final discovery that the Coast Range is as rich in gold deposits as the Sierra Nevada. Throughout the mineral regions the miners are doing well.

Trade in the cities is rather dull at present, but a revival is generally anticipated with the first of the next month. Immense stocks of merchandise are now on hand. Prices are expected to continue low.

Both branches of the State Legislature have agreed to adjourn on the 12th proximo. The bill for the extension of the city front has been indefinitely postponed in the Senate.

The news from Australia indicates a very unsettled condition of affairs in that colony. The gold diggings still continue to yield fair remuneration for labor. Latest arrivals from Sydney report the gold fever at that place as more exciting than ever, and far exceeding that of 1849 in California. It was impossible to hire men at the most exorbitant rates to work on board vessels at anchor in the harbor, or to ship sailors for the voyage, all being carried away with the prodigious accounts from the interior.

The agricultural prospects of the State were never better, unusually late showers having kept the soil in a most excellent condition for the growth of grain and vegetables. The yield of both these products is expected to be very large.

From the mineral districts we hear of occasional thefts and other outrages both on person as well as property by the Indians; probably induced by want of the necessities of life. The Cottonwood Indians had become very annoying to settlers in the neighborhood. A party went out to chastise them; a battle was fought, in which 10 or 15 Indians were killed.

A new city called "Crescent City" has recently sprung up on the Pacific coast, about two hundred miles north of San Francisco. Crescent City is expected to become the entrepot for the extreme northern mines. It is being rapidly settled up.

FROM TEXAS.

The New Orleans papers furnish the following summary of Texas news—the dates being from Galveston to the 13th, and from Indianola to the 10th instant:

The San Antonio Ledger states that Major HOWARD, the Indian agent, started on the 3d instant for the Comanche country, where the Indians have been assembled. He designs to have a "big talk" with them, to make presents, and to endeavor to reconcile them to peaceable pursuits.

On the 3d instant a lady of San Antonio became the joyous mother of three children at one birth. Affluence of productions, says the Ledger, is one of the marked characteristics of Western Texas.

Gen. HUNTER arrived at Huntsville on the 1st instant from Washington.

The Nueces Valley says that Washington county is growing rapidly and substantially. The wild prairies of a few years ago are now covered by farms managed by wealthy owners, with mills and cotton gins in sight from every elevation.

We find but little that is new about the gold excitement in Texas. The Galveston Citizen of the 13th says: "The gold fever is extending in this portion of Texas. A number of Galvestonians leave to-day for the Texas diggings, and many are taking their departure from the lower western towns. The excitement on the subject seems to increase in proportion to the distance from the mines. On the upper Colorado the people are decidedly cool."

The La Grange Monument learns that several individuals who have just returned to that county from the region on the Colorado, where gold is reported to be found in valuable quantities, confirm this favorable report to some extent. They say that valuable specimens have been found, and that gold mines certainly do exist, not only on the Colorado, but on the Llano. To what extent they exist, or how rich they will prove to be, has not yet been ascertained.

All parts of Texas appear to have been visited by heavy rains, and the papers rejoice in the prospect of abundant crops.

THE SANDWICH ISLANDS.

The New York Commercial Advertiser compiles from official reports the following items relative to the trade of the Sandwich Islands:

The report of the Minister of Finance shows that the receipts into the Treasury for the month were \$250,473; of which 100,000 were derived from duties on imports. Internal commerce, \$23,065; taxes, \$38,117. Amount of disbursements, \$234,282; leaving a balance in the treasury on the 1st of January, 1853, of \$9,766. The estimated receipts for 1853 are \$282,166 against \$252,826 expenditures.

The custom-house returns for the year 1852 show the following result:

The imports are.....	\$759,868 54
Deduct exported foreign goods.....	351,143 51
And there remains for consumption.....	\$378,725 03
The exports of domestic produce as cargoes were as follows:	
From Honolulu.....	\$90,730 82
From Lahaina.....	19,258 49
From Kawaihee.....	5,330 70
From Kailakakau.....	1,008 15
From Honolulu, men-of-war.....	2,278 12
From Kaula and Nilahua.....	7,578 50
	\$129,613 69

As supplies furnished to shipping:

At Honolulu, 117 merchant vessels, at average of \$150 each.....	\$26,550 00
At Honolulu, 226 whaling vessels, at average of \$220 each.....	49,720 00
At Honolulu, men-of-war.....	5,000 00
At Lahaina.....	29,645 00
At Kailakakau.....	16,123 00
At other ports.....	600 00
Total.....	\$127,638 00
Total.....	\$257,251 69